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THE BUILDING OF THE
AMERICAN NATION
LECTURES BY PRESIDENT OF
COLUMBIA UNIVERSITY.
THE AMERICAN REBELLION.

Dr. N. Murray Butler, President of Columbia University, New York, delivered the Watson Chair lectures, this year in England. He selected as his subject "Building the American Nation."

The first lecture was delivered at the Mansion House, London, when Dr. Murray Butler, spoke on the "Forerunners of the American Nation, Samuel Adams and Benjamin Franklin. He said it had to be borne in mind that the American settlements were an integral part of the British Colonial system, and they could only be studied from that point of view. The history of the American nation began at that indefinite and indeterminate point, about the middle of the eighteenth century, when restlessness under distant British control became sufficiently widespread to contemplate revolt. It would be a great mistake to suppose that this restlessness passed into revolt because of any specific act on the part of the British Government. As a matter of fact, it was the freest part of the British Empire which revolted. It would be a fair matter for discussion whether the Colonies did not benefit by their distance from Great Britain; sometimes they were overlooked and forgotten. What really happened was that tendencies, movements, and ambitions, long preparing, came to a climax under the co-operating influence of various forces. It was a real revolution. Had it not been for the revolution in Great Britain of 1688, and the vast increase of the power of Parliament, the American revolution might never have taken place. The kings vexed the Colonies much less than Parliament, and Acts of Parliaments, in which the Colonies had no direct representation, gave grounds for increasing dissatisfaction, apart from the justice or merit of the measures themselves. It was wrong to think of the inhabitants of the American colonies as wholly English. There were also Dutch, German, French, and Swedish immigrants. By 1776 the population of the Colonies amounted to something more than 2,000,000, of whom two-thirds were of English stock, one-sixth of Scottish-Irish stock, and one-tenth of German stock. It was, however, from the English stock that the impulse of the revolution came, and the voices which directed it were Samuel Adams and Benjamin Franklin. These men were the inheritors of English ideals, but they were Americans and not Englishmen. It was the new and developing type which was in revolt against any form of Government from a distance—it might have been for a time anti-English, but it could not be described as un-English. The logic of events was too strong even for big-minded loyalists. Though the Congress passed a declaration of allegiance to the Crown, events had been taking place which only needed the assembling of such a body to hasten to conflict. That the British Forces should have attempted to seize the arms and munitions of the colonists was quite natural, and when that attempt was made fighting was inevitable. National union and national feeling were not created by the Declaration of Independence; they preceded that Declaration. It made no difference what policy England might follow towards the colonists; they had all the elements for a complete nation.

Lord Queensborough, in proposing the vote of thanks which was heartily accorded to the lecturer, said he believed Dr. Butler had delved into 2,400 books for his materials. Dr. Barker, Principal of King's College, in supporting the motion, expressed the belief that the schism between the two peoples need never have happened if the statesmen on both sides of the water had been adequate to the needs of the day. Dr. Butler, in reply, remarked that it was necessary to put events in their time-setting, and sometimes things which were possible 300 years after were impossible 300 years before.

THE AMERICAN CONSTITUTION. In his third lecture which was delivered at the University College of South Wales, Cardiff, Dr. Butler dealt with the works of Alexander Hamilton and James Madison, whom he described as "master-builders of the nation." If Hamilton, he said, was a master-builder by reason of his broad vision, his philosophic grasp of the principles of government, his practical administrative skill, and his unrivalled powers of exposition and argument, so Madison was a master-builder by reason of his wide and accurate knowledge, his patient industry, and his cordial willingness to work out in detail what others were content to sketch only in outline. Without Alexander Hamilton and James Madison the Constitution of the United States could never have been drafted by the Convention or adopted by the people. Alexander Hamilton was born on the Island of Nevis, one of the smallest of the British West Indies, on January 11th, 1757. He was descended from the well-known Ayrshire family of Hamiltons of Grange. Whether we saw him as an earnest youth seeking instruction at King's College, in the Province of New York, long since become Columbia University, or as a brave and competent officer of the Continental Army, or as the talented and eloquent leader of the New York Bar, or as a persistent and ingenious pleader for a stronger and better Government, or as a Secretary of the Treasury whose achievements were yet unrivalled, or as a writer on the philosophy of government who had carved his name by the side of that of Aristotle, there was about Hamilton an infinity of charm and attractiveness that passed all description. Whatever proud eminence he assigned to any other, Alexander Hamilton stood as the greatest and most commanding intellect that the New World had produced.

THE TWO MADISONS.

Madison's slight never reached the upper air where genius made its home. He was learned, patient, plodding, and industrious. His work upon the Constitution was indispensable, and his record of the debates in the Convention was the primary and original source of our information as to what took place behind those closed doors. Whether it was his jealousy of Hamilton or his friendship for Jefferson, or, as some thought, his personal political ambition that directed his course, certain it was that there were two very different Madisons to be reckoned with. The one, born of a family of Virginia planters in comfortable circumstances, came into public life at the early age of 23, and, after George Washington, became the most conspicuous representative of Virginia in the Constitutional Convention at Philadelphia, as well as one of its two or three most active and influential members. The other and later Madison became the leader of the anti-Federalist or Republican Party in the First Congress, was the author of the Virginia Resolutions of 1798 which practically denied the entire body of principle upon which the framework of the new Government had been supposed to rest, and then, after eight years as Secretary of State in the Cabinet of Thomas Jefferson, succeeded him for two terms as fourth President of the United States. Either Madison was a "trimmer" in the sense in which that word had come to be used since its first introduction to the language by Hallifax, or he was inexplicable.

Dealing with the Convention which drafted the Declaration of Independence, Dr. Butler said that from the point of view of an American, and perhaps from any point of view whatsoever, the group of delegates there brought together was extraordinary. At one time or other fifty-five different individuals participated in the work of the Convention. More than half of the participating delegates were lawyers, not a few of whom had received their instruction and discipline in England or Scotland. They were men of few books, but of very good books, and their combined knowledge of the history and principles of government was amazing. Moreover, it was a Convention of young men; the venerable Franklin was, to be sure, more than 80 years of age, but he was unique in his long life. Washington himself was but 55, and the more active and ardent spirits of the Convention were much younger. It seemed almost incredible that Hamilton was only 30, while Madison was but 23.

When the Convention was organized it was wisely decided to conduct the debates behind closed doors. Despite a widespread impression to the contrary, the public interest gained and did not suffer when responsible representatives were able to carry on their preliminary consideration of large public policies in intimate and confidential conversation and discussion, rather than before galleries filled with applauding or disapproving spectators, together with representatives of a truculent and sensation-loving Press. When feeling was running as high as it was in 1787 the Constitutional Convention might well have reached no conclusion whatever had its debates been conducted publicly. Indeed, it was not until 1840, four years after Madison's death, and more than fifty years after the adoption of the Constitution, that Madison's notes, furnishing the only complete and veracious record of what took place in the Convention, were published.

PERSONAL PROBLEMS.

As one reviewed the debates he could not fail to be impressed with the personal character of the problems that were under discussion. The growth and defence of liberty and reconciliation of liberty and government had always occupied and would always occupy the mind and the effort of man. There was, on the one hand, a thirst for liberty, and on the other hand, a fear of liberty, which were in constant conflict. The Constitution of the United States was a sincere and highly practical endeavour to reconcile government with liberty under the conditions which prevailed at the time of its adoption and ratification.

Had that Constitution gone largely into matters of detail it would have passed with the generation which saw its birth. By confining itself for the most part to fundamental principles simply and clearly stated, it offered a framework that would fit and had fitted many, very different and rapidly changing circumstances and conditions. Whenever the makers of a written Constitution yielded to the temptation to include in its provisions what was mere ordinary legislation, they themselves tended to break down the distinction between Constitution and statute, and to bring Constitutions into disrepute. The Constitution of the United States, in its original form was as free from this confusion as any document in the history of government.

The Constitution was made for three millions of fairly homogeneous people living along the Atlantic seaboard. It had served, with certain changes, to make possible and to accompany the development of this population into a people who numbered more than one hundred millions, drawn from a large variety of races and nations, who spread from the Atlantic to the Pacific, and from the boundary of Canada to the Rio Grande and the Gulf of Mexico. Were its principles not essentially sound any such happening would have been quite impossible. This Constitution was now called on to bear the strain put upon it by a new and very different set of circumstances. Commercial, industrial, and economic changes that were nothing short of revolutionary had taken place peacefully in the life of all modern peoples, and by no means least in the life of the people of the United States. The next hundred years would determine whether the work of the founders would endure, and whether the noble system of civil and political liberty built on that work would be made increasingly secure and beneficent; or whether that work would give way to another series of experiments with a new adventure on the uncharted sea of political opportunism. A Constitution, however excellent, was something to be worked, not worshipped.

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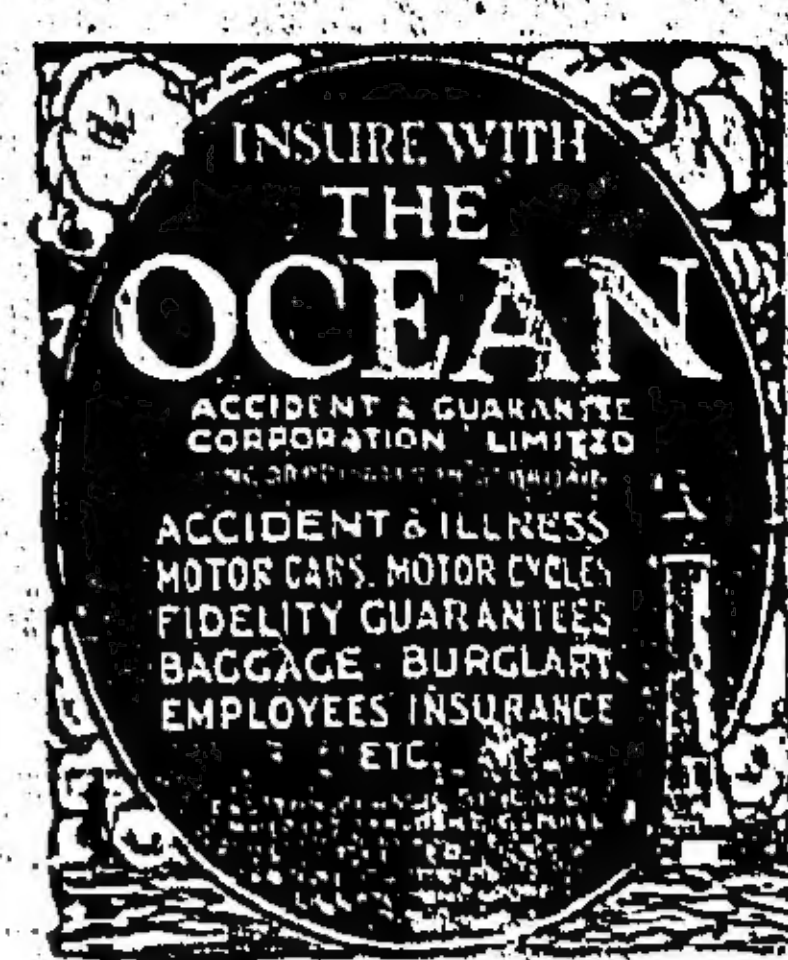
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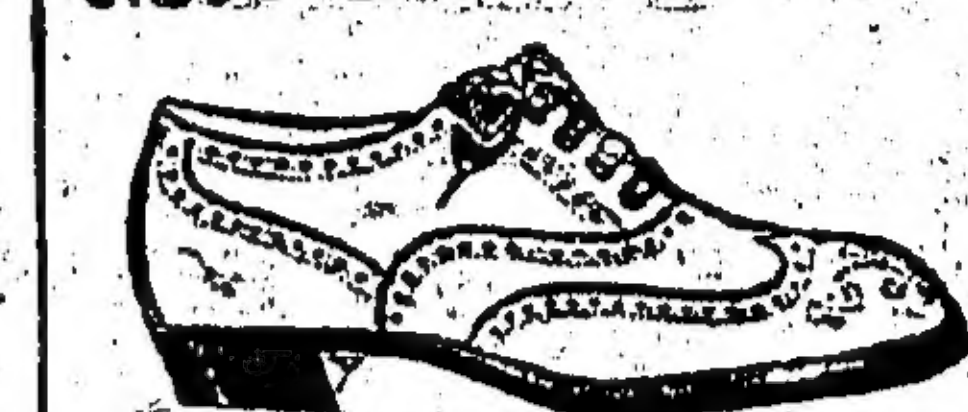
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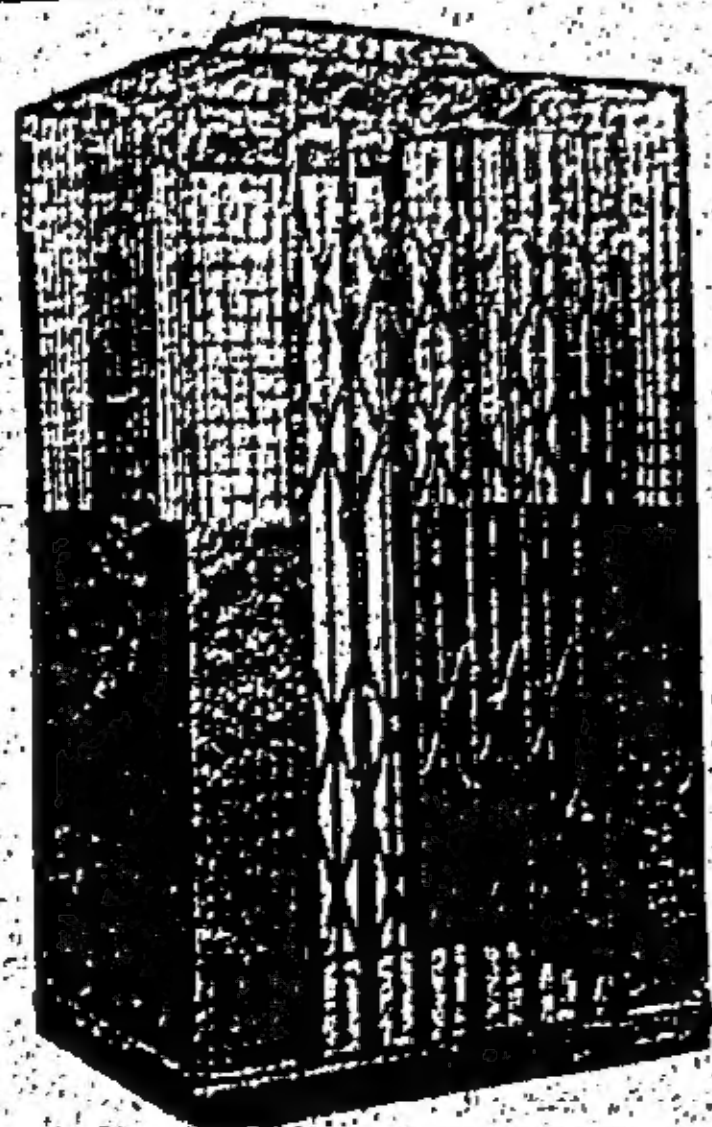
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**NAVAL DEFENCE AND THE
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SINGAPORE AS A KEY PORT.

[BY ARCHIBALD HURD.]

In no very long time the distribution of the British Fleet will be pivoted once more upon the Middle Sea, and the old and full conception of an oceanic navy, without an immediate enemy in view, must assert itself on our vision, living on the perimeter of the Empire, as well as on the vision of the peoples of the far-flung Dominions. That means that we must take up once more the tasks of naval preparation which were abandoned in the early years of this century, when Germany loomed menacingly on the horizon. Among those tasks, none is more important than the development of Singapore as a naval base. It might be imagined from some of the speeches in the House of Commons the other day that Singapore was not already a naval base. That is a misconception. It has been a place of "refreshment for the Fleet for many years, with docks and restricted repairing facilities, and it is protected already by fortifications. We have there now two companies of Royal Garrison Artillery, besides a fortress company of Royal Engineers, an infantry battalion, and the 2nd Company of the Royal Army Medical Corps, with a signal section. Singapore has its wireless stations, as well as cables, and when it is added that Singapore and the other smaller ports of the Straits Settlements are visited every year by 12,500,000 tons of merchant shipping, exclusive of native craft, some conception may be formed of its importance from the point of view of commercial strategy.

It has been suggested that the Singapore scheme cuts across the spirit, if not the letter, of the Washington Naval Treaty, and that we are shocking the world's conscience. The most conclusive evidence on that issue is supplied by the American Press, evidently after consultation with the Navy Department at Washington. I might quote an Associated Press message which appeared in the papers of the United States on May 3rd, but a more detailed refutation of the suggestion of disloyalty to the Treaty is supplied by an article written, after consultation with the Navy Department at Washington, for the *New York Herald*:

There was no intimation in any quarter that Britain, in deciding to establish a nummoh base at the tip of the Federated Malay States, is violating either the spirit or the letter of the Washington Treaty. There is no likelihood of any protest over the decision as it is admitted that Britain is within her rights, and it was understood during the Washington Conference that British naval experts had planned to develop Singapore into a first-class naval station as soon as it was decided to give up further fortification of Hongkong under the Treaty.

It was understood here there were exigencies which call for Britain's move in the Far East, and that this was so understood by Secretary of State Hughes and other members of the American delegation, is taken for granted.

THE IMPORTANCE OF SINGAPORE.

So much for the criticism that the Admiralty is ignoring the spirit of the Washington Treaty. But it has been urged that it would be much better to convert Sydney, or even Melbourne, into a great naval base. "Study the map," as the late Lord Salisbury was in the habit of saying! As our own history attests, for Nelson defended us from the Mediterranean and even from the West-Indies, the most successful defence of Australia, as well as of New Zealand, may be made, not in either of those Dominions, but at a distance from them, and the further away the better for them. In the first place, the object must be to prevent, if possible, any enemy forces reaching either New Zealand or Australia, or getting across their sea communications. If that be impossible—and time is the essence of war, and particularly a defensive war, such as we are condemned by our habit of mind to fight—the next best thing is to get between any enemy force and its base. It was the latter threat which really mesmerised the Germans into inactivity. On a dark winter night, or in foggy weather, they would have had no difficulty in getting ships past the blockading forces. But could they get them back again!

We must bear in mind that the Main Fleet will in future be trained in the Mediterranean, an ideal training ground, as well as an ideal pivot point, on which to base naval power, which exists for the defence of every Imperial maritime interest. The Mediterranean is the reservoir of naval strength, upon which drafts will be made, as they have been made in the past—as, for instance, for reinforcing the China Squadron. Ships can be detached for service East or West. We have Gibraltar and our own ports on the one hand. What have we on the other? Singapore is the gateway to the Pacific, covering the Indian Ocean, and there are naval responsibilities in India, as well as elsewhere; it also flanks the lines of communication to Oceania. It is indeed a fortunate circumstance that we possess in Singapore a place which can be converted into a modern naval base, or probably about the same importance as Devonport. It is also a fortunate circumstance that we can—at some risk—carry out the scheme gradually, the expenditure during the current financial year will not exceed £200,000, and may possibly be very much less. Indeed, the only legitimate criticism of the Admiralty proposal is that work is to be carried on too slowly.

MILITARY AND NAVAL OPINION.

It is a misconception to regard this proposal as a sudden development, which the Admiralty is rushing through. The sequence of events must surely be accepted as evidence that all the pros and cons have been considered. The proposal dates back a good many years. It took definite shape in 1920, when it was considered by the Committee of Imperial Defence, who

(Continued at foot of next column.)

JUSTICE WITHOUT WAR.

LORD R. CECIL ON POWER OF PUBLIC OPINION.

Lord Robert Cecil, lecturing at the Essex Hall, on May 24th on "The Moral Basis of the League of Nations," said the day was specially appropriate for the subject. The Empire was not only a great political entity, it was a great example of how nations could be held together without force, merely by a desire to co-operate for the benefit of the whole of the inhabitants of the Empire, and for the advancement of humanity at large.

The League stood for peace as opposed to war, for co-operation between the nations as opposed to hostility, and it did not seem that anyone, however prejudiced, could doubt that there was a moral basis for such a movement as that. And yet there were good men and women who were opposed to the League, and more, perhaps, who were doubtful of it and regarded it as a political experiment of no great importance or promise, and as to which they reserved their opinion.

It was true that unless they had some kind of international organization, nations lived in anarchy, and the only way by which they could enforce the precepts of justice was by the strength of their own right arm. The doctrine of anarchy and force was absolutely inconsistent with any real independent life, particularly of the smaller nations. To say that right and justice, as each nation was to be enforced by a judge in its own cause, and that had produced disastrous results. He thought it was the failure to recognize the evil of that doctrine in the Treaty of Versailles, and other treaties, that had been responsible for so much of the unrest today. The most vital objection to it was that such a doctrine of international anarchy left justice and right dependent on the fortunes of war. They must look for something to take the place of international anarchy, and he thought the experiment which was being tried in the League of Nations was the right line. They would have an agreement among the nations, to which all nations should be admitted, working, not by force, but by the operation of world public opinion.

Public opinion was an enormous force, even amongst individuals. The great weapon of the law in a community such as ours, for instance, was not physical coercion or punishment; it was the disgrace which people really dreaded. Until war became a disgraceful thing they would not get their organization of public opinion, which was the great force of the Covenant of the League, to work. The central idea of the League was that they should prevent nations resorting to war until there had been every chance of settling the dispute by other means—until public opinion had been given a chance of settling the dispute.

He believed that public opinion, properly organized and applied, was strong enough to secure the peace of the world. They would have the cause of a dispute investigated before a tribunal, and above all investigated in public, so that the world should judge. The more he had had to do with the affairs of the League, the more convinced he was that the greater the publicity the greater the chance of the League's success. On the whole, the machinery of the League had worked well. Where it had been given a fair chance it had produced peace, and in the vast majority of cases a fundamental drawing together of the nations in dispute. It only required one thing to make it work in all cases, and that was that people should believe in it. Let them proceed without wavering in their quest for peace, and since the League was the only alternative to war offered to them, let them not hesitate to labour to see that this great experiment in humanity was brought to a successful issue. (Cheers.)

recommended it to the Cabinet. The Committee of Imperial Defence is, of course, a very representative body, in which the Army and the Treasury, and also the Colonial Office and the India Office, are represented. It was approved by the Imperial Conference in 1921. When Mr. Bonar Law became Prime Minister the scheme was again reviewed by the Committee of Imperial Defence, and it was again recommended. When the scheme was presented to the House of Commons it had behind it an overwhelming weight of the highest expert opinion, naval, military, financial, and political.

Singapore now emerges as an essential link in the naval defence of the Empire, the link upon which the whole problem of the defence of British interests in the Pacific will hinge in future years, and not merely their defence—for there is no spectre of war at the moment—but the support of British prestige and British commerce. This base is essential for the free mobility of the British Fleet, which must be restored in the new conditions which have been disclosed owing to the increase in the size of ships of all classes, and in particular the necessity of giving capital ships "bulges" against torpedo attack. It may seem to laymen that the introduction of the "bulge" is a small matter, but in fact, by greatly increasing the beam of a ship difficulties have arisen which the development of Singapore will remove. It may also appear a matter of little importance that the Navy, which could not widely distributed, is now dependent upon oil. But there again a new problem has been created, and that is why the Admiralty are providing at this moment additional storage tanks on the route to the East—Malta, Aden, Ceylon, Rangoon, and Singapore.

If Singapore were not converted into a naval base—not to be confused with a naval anchorage, as the relationship of Scapa Flow to Portsmouth during the war illustrated—the British Battle Fleet would be permanently shut out of the Pacific, and there could be no possibility of co-operation between the Main Fleet and such naval forces as the Dominions, with increased populations, may provide in future in ever-growing power. We must cling to the ideal of an Oceanic Fleet, provided by each section of the Empire in accordance with its ability. That ideal happily involves no denial of the aspirations of the Dominions, although it embraces the primary conception of the unity of the seas and the unity of the Empire.—*Daily Telegraph*.

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THE ANTI-JAPANESE MOVEMENT IN CHINA

STATEMENT BY THE JAPANESE LEGATION.

With regard to the situation of the anti-Japanese movement in China and the attitude of the Japanese Government on the subject, the Japanese Legation has handed the following statement to Reuters' Agency in Peking.

The recent Changsha incident is only an instance of numerous anti-Japanese outrages committed in various parts of China. Since this spring the boycotting of Japanese goods has been openly advocated by students and other agitators in the different parts of the country, and merchants dealing in Japanese goods have been intimidated and obstructed in their business. In some cases these anti-Japanese agitators have gone so far as to force their way into Japanese Consulates and Japanese shops. The Japanese Government has been kept informed by their Consular representatives of this state of affairs in the provinces, but they trusted that the Chinese Government would take the necessary measures of their own accord to suppress the unlawful movement.

FIRST REPRESENTATIONS BY JAPANESE LEGATION.

In spite, however, of the growing intensity of the anti-Japanese agitation started by students and other organisations, the Chinese provincial authorities have taken no adequate steps to cope with the situation, and the agitators continued to carry on their movement as they pleased. On May 10th a band of Chinese troops was allowed to enter the students to stir up anti-Japanese feelings. In view of the gravity of the situation, Mr. Yoshida, the Japanese Chargé d'Affaires, called on Mr. Shen Jui-lin, Acting Minister of Foreign Affairs, at the Waichiao Pu on May 8th, and drew his attention to the case mentioned above. Mr. Yoshida stated that the severance of economic relations was an extreme action only next to a declaration of war, and that anything of the kind could not even be mentioned against a friendly nation. He further emphasised that it was not proper for the Chinese Government to remain an unconcerned spectator of the unlawful movement, and that it was a glaring instance of international discourtesy towards a friendly Power to allow officials or troops to take part in or to give support to a movement of that sort. The Japanese Chargé d'Affaires called the serious attention of the Chinese Government to the matter and requested them to take strict measures. On May 13th an official representation was made to the Waichiao Pu reiterating what Mr. Yoshida had stated in his interview with the Acting Minister of Foreign Affairs on May 8th.

SITUATION ALONG THE YANGTZE AND SECOND REPRESENTATIONS.

Meanwhile telegraphic messages were received from the Japanese Consuls at various points along the Upper Yangtze reporting the growing intensity of the anti-Japanese agitation. When the Nishin Kisen s.s. *Tsuyun Maru* entered Shao on May 10th crowds of agitators shouted out all sorts of abuse at passengers coming out and threw stones at the boat from the land. When the steamer reached Ichang in the evening she again encountered a obstruction from anti-Japanese agitators there, who rendered it impossible for her to land passengers or unload cargo. When the Nishin Kisen s.s. *Tsuyun Maru* cast anchor at Shao on May 13th crowds of agitators resorted to all sorts of violent conduct. Some of them went so far as to seize passengers coming out and coolies engaged in discharging cargo, and stamped on their backs. The Chinese characters representing "Traitor" in Chinese were there were three, even reported in which advertisement signs for Japanese commodities were destroyed by groups of students. Japanese merchants in other places also suffered from numerous cases of the kind. In view of the grave situation, the Japanese Legation in a memorandum of May 4th, called the Chinese Government to the attention of the Chinese Government to take adequate steps to suppress the unlawful movement and requested the Central Government to take immediate steps to have the agitation suppressed. At the same time the Japanese Consuls in the provinces were instructed to negotiate with the local authorities on the suppression of the agitation and the indemnity of damages sustained thereby.

PRECAUTIONARY MEASURES TAKEN BY JAPANESE ACTIVITIES.

In dealing with the anti-Japanese agitation, the Japanese authorities at first entirely relied upon the Chinese Government to take adequate steps of their own accord, and it was only after the situation had grown worse that the Japanese Government requested the Chinese Government to take effective measures. The Japanese Government at the same time instructed their consular representatives to advise the Japanese residents under their respective jurisdiction to be very careful in their behaviour so that they would not give occasion for any untoward incident. The Japanese residents in the provinces were also warned against any action likely to give pretext to or provoke the anti-Japanese movement. Owing to these precautionary measures taken by the Japanese authorities, the Japanese residents in the provinces remained calm and patiently waited for the results of measures to be taken by the Chinese authorities, despite the threatening situation of the anti-Japanese agitation started in various parts of the country.

AGITATION SPREAD ALL OVER CHINA.

The Anti-Japanese movement has been carried out all over the country. In Wuhu, Changsha, Hankow, Tientsin, Chungking, Kiating, Hangchow, Amoy, Chefoo, Tsinan, Ichang, Shao, Fochow, and other places, the Anti-Japanese agitation was instigated by the so-called Society in Support of Diplomacy and other Anti-Japanese Associations, and various measures of pressure, attended with all sorts of outrageous action, were brought to bear upon the Japanese and their trade. The Anti-Japanese agitators seized and burned Japanese goods; poured violent chemicals over the dress of young ladies because it was made of Japanese stuff; threatened and deprived ladies on the streets of their shoes because they were Japanese-made; set fire to Japanese shops; forced their way into ships chartered by the Japanese and took away and burned advertisement matters and signs; seized and burned cocoons purchased by Japanese merchants and extorted a penalty of \$1,000 per cart from forwarding agents who had carried Japanese goods. The measures resorted to by the Anti-Japanese agitators are too varied and numerous to be mentioned. A few more cases that have taken place in Hunan Province will be cited here. An Anti-Japanese parade was organised at Changsha on May 29th and a student group which headed the procession broke in to the compound of the Japanese Consulate there, and took away the signboard of the Consulate. On May 7th a large number of students who were heading another parade, broke the main gate of the Consulate, which was kept closed, and forced their way into the Consulate buildings, smashing 20 window-panes and shutters of the Consulate offices and other buildings. Towards the end of May, damage was done not only to goods owned by Chinese merchants who had business dealings with the Japanese but also to goods in the possession of Japanese merchants. Chinese employed by Japanese ships were persecuted; passengers on Japanese ships were obstructed on landing and embarking; and the agitators went so far as to insult Japanese residents. It will be seen from the above that the Chinese local authorities showed no sincerity in taking steps to cope with the situation, despite the repeated protests of the Japanese Legation, and the situation grew from bad to worse.

DETAILS OF CHANGSHA INCIDENT.

With regard to the recent Changsha incident, the Japanese Legation, in its memorandum of June 2nd and 4th, tried to make the whole situation clear to the Chinese Government, and also sent its representative to the Waichiao Pu asking for adequate measures to be taken for the suppression of the agitation and the protection of Japanese life and property. According to reports received later, details of the incident are as follows:—

Upon receiving the report that the Nishin Kisen s.s. *Wuling Maru* was to enter Changsha on her maiden voyage on the night of May 31st crowds of Anti-Japanese agitators gathered at the wharf on Tai Sheng Chang, Japanese merchants, and were prepared to obstruct the landing of passengers, but soon afterwards the crowds dispersed upon learning that the ship would not arrive as scheduled. The following morning the Japanese Consul was informed that a large number of students and other agitators had gathered at the aforesaid place and were waiting for the arrival of the *Wuling Maru* ready to interfere with the landing of passengers and the unloading of cargo. The Japanese Consul thought that he could not rely solely upon the Chinese authorities in view of the inadequate steps they had hitherto taken and despatched four members of his staff to the scene. At the same time he asked the Commander of the Japanese gunboat *Fushimi*, which happened to be at anchor, to land about 10 unarmed blue-jackets commanded by an officer. By the time the unarmed marines and Consul members arrived at the scene the agitators had grown in number and assumed an insulting attitude towards them, including all sorts of abusive language. At 5.45 o'clock when a steamer owned by a Japanese firm, *Tai Sheng Chang*, entered following the *Wuling Maru* and landed her passengers, crowds of students and other agitators seized and beat some of the passengers coming out. Being unable to remain a mere spectator, a Japanese marine intervened and tried to protect passengers against the attack of the students, who turned round and assaulted him with clubs wounding him on the arm. When an explanation of the outrage was demanded, the students surrounded the Japanese blue-jackets and poured stones into them. Feeling themselves in danger, the blue-jackets withdrew to the offices of the Nishin Kisen Kaisha. The crowd followed them and surrounded the office buildings, throwing stones from outside. The blue-jackets got out of the office and tried to return to their ship, but the crowd continued to throw more stones at them until the marines, each and every one of them, were hit. All this time about 20 Chinese gendarmes, who had been despatched to the scene, did nothing to prevent the outrage. A Japanese spectator went to the gendarmes and asked them to suppress the agitators. Thereupon two of the Chinese gendarmes loaded their guns and assumed an attitude of firing at him, while the others turned round and took the same posture against the Japanese marines. The commanding officer ordered his men to withdraw on board the *Wuling Maru* and

signalled to his ship asking for a landing party to be despatched. At 12.20 the reinforcements reached the steamer, and the commanding officer landed at the wharf at one o'clock with 22 marines. At the sight of the landing party, the crowd appeared to disperse, but immediately afterwards, relying upon their numerical strength, the crowd again gathered together and began to pour stones into the landing party. The marines fired two or three blank cartridges but the agitators, knowing that the cartridges were blank, approached closer to the marines, throwing more stones at them or holding clubs in their hands, until they came quite near the marines and attempted to snatch guns from the marines, who were then forced to fire ball cartridges to resist the assaults.

SITUATION AT CHANGSHA AFTER THE INCIDENT.

The cause of the Changsha incident, as briefly described above, is to be attributed to the inadequate measures on the part of the Chinese authorities to suppress the agitation, allowing the anti-Japanese boycotters to grow so presumptuous that they interfered with the legitimate trade rights of the Japanese and took a hostile attitude against the marines of the Japanese gunboat *Fushimi*. In spite of that, the Chinese people in Changsha, instigated by the anti-Japanese organisations, put up placards everywhere in the city for propaganda purposes; rendered it impossible to communicate with Japanese ships and steamers; persecuted Chinese in the employ of the Japanese; cut off the supply of food-stuffs to the Japanese; made it impossible for Japanese ships and steamers to get supplies of coal, water and provisions. The Chinese authorities, however, took no notice of this state of affairs, allowing the anti-Japanese agitators to have their own way, and the situation continued to grow all the more serious until the Japanese Consul was compelled to remove all the Japanese women and children at Changsha, 110 in number, on board the Nishin Kisen s.s. *Tsuyun Maru* early in the morning of June 6th and then all the Japanese men to the Consular compound in order to protect themselves.

JAPANESE AT CHANGSHA COMPELLED TO QUIT.

At Changsha, when the Nishin Kisen s.s. *Tsuyun Maru* reached the port on June 3rd, there were a great number of students and other agitators who lined up on the wharf and kept the steamer cut off from all communication with the shore. They seized and imprisoned some of the Chinese in employ of the steamer, who went ashore on business, and prohibited the Japanese residents from approaching the steamer, rendering it impossible for the steamer to discharge her cargo. The *Tsuyun Maru* was obliged to leave Changsha early in the morning of June 5th without unloading and came back to Hankow. Before dawn on June 8th the boat left Hankow and again steamed up towards Changsha. Upon learning on the way, however, that the situation at Changsha was threatening, she stopped at Yochow the following morning where she took in from a steamer of Jardine, Matheson & Co. eight Japanese refugees from Changsha and steamed back to Hankow. According to the Japanese refugees, the Chinese local authorities had declared themselves unable to protect the Japanese against the threats of the Chinese agitators, and the Japanese residents at Changsha were obliged to quit the place. Of 15 Japanese, four started in advance by a sailing ship and eight by the steamer of Jardine, Matheson & Co., leaving three at Changsha.

SITUATION VIEWED BY JAPANESE GOVERNMENT.

The Anti-Japanese movement is stirred up at Changsha and other places in China by the so-called Society in Support of Diplomacy, the Students' Union, groups of merchants who shrink from legitimate economic competition, and groups of rogues paid by political agitators. The agitation is not only having bad results upon the trade between China and Japan, but also affecting the friendly relations of the neighbouring countries. The state of affairs is now viewed with grave concern by the Japanese Government which is always solicitous of friendly relations with China and the peaceful development of the Far East as a whole. In view of the grave situation of the agitation in China, the Japanese Government has instructed Mr. Yoshida, the Chargé d'Affaires in Peking, to make strong representations to the Chinese Government on the subject. Mr. Yoshida, acting under instructions from his Home Government, had an interview with Mr. Shen Jui-lin, Acting Minister of Foreign Affairs, at the Waichiao Pu on June 8th and verbally communicated to him that the Chinese Government was requested to give telegraphic instructions to their provincial authorities to take effective measures for the suppression of the agitation; that in case the provincial authorities remained still inactive in spite of instructions from Central Government and the safety of Japanese residents and their property continued to be threatened, the Japanese Government might be compelled to take the necessary measures according to the requirements of the case; and that as regards the claims for indemnity of damages sustained by the Japanese in connection with the recent Changsha incident and other Anti-Japanese agitations in the different parts of China, the Japanese Government would enter upon negotiations with the Chinese Government after making full investigation of the cases. A lengthy note supplementing what the Japanese Chargé d'Affaires verbally conveyed to the Chinese Acting Minister of Foreign Affairs on June 8th was presented to the Chinese Government by the Japanese Legation on June 15th.

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LAUNCH OF THE S.S. "LUNG SHAN."

NEW STEAMER FOR THE HONGKONG-CANTON SERVICE AFLOAT.

Yesterday morning a large company of spectators assembled at the Hongkong and Whampoa Docks to witness the launching of the s.s. *Lung Shan*, which has been built for the Hongkong, Canton and Macao Steamboat Company to replace the well-known old steamer, the s.s. *Honam*, on the Hongkong-Canton service.

As is usual at such ceremonies, the hull of the new vessel was gallantly bedecked with flags, whilst the Dockyard itself was, *en fête*. A raised platform had been built around the bow of the vessel where the guests of the Dockyard Company assembled, whilst crowds of Chinese workmen at the Docks assembled in large numbers to witness the vessel glide into the water. The launching was carried out with great success, the hull gliding gracefully down the slipways after Mrs. W. E. Clark (wife of Captain W. E. Clark) had severed the retaining cord and broken the customary bottle of champagne on the bow of the vessel. As she slid down the ways, the spectators cheered her progress, and the Chinese set off strings of crackers, whilst the fussy little tugs, waiting to take her in tow directly she reached the water, hooted and screamed, proclaiming the delight of their coxswains and crews at the success of the operation.

The vessel, immediately she was floated, was taken in tow to her moorings, where she will be engine and completed. It is hoped that she will make her trial trip in about six weeks' to two months' time, after which she will replace the *Honam* on the Canton run. It may be mentioned that the popular old paddle steamer has now completed over 40 years' service for the Company. In all she made 13,500 trips to Canton, and on occasion she has been on the Macao run. Her mileage is enormous, during her 40 years she has covered well over a million and a half miles, and as Mr. W. S. Bailey announced to the gathering later in the morning "the vessel is still able to do her sixteen knots at any time."

Amongst those present at the ceremony were the Hon. Mr. P. H. Holyoak, Hon. Mr. R. H. Kewell, Hon. Mr. Chau Sui Ki, Commandant Grace, Colonel Roberts, (Officer Commanding the Bombay Grenadiers), Mr. J. Arnold (Secretary of the Hongkong, Canton and Macao Steamboat Company), Mr. E. Cook (Acting Chief Manager of the Hongkong and Whampoa Dock Company), Lieut. Conway Hake (Assistant Harbour Master), Mr. J. Reid (Manager of Tai Koo Dock), Mr. W. E. Clarke, Mr. G. W. Barton, Mr. K. E. Gray (Chief Engineer Tai Koo Dock), Mr. and Mrs. W. S. Bailey, Capt. F. T. Whalley (Marine Superintendent Indo-China S.N. Co.), Mr. D. McMurray (Superintendent Engineer of the Indo-China S.N. Co.), Mr. C. F. J. Quarles van Ufford, and many others.

After the launching ceremony the company adjourned to the spacious new offices of the Dock Company where a toast was drunk to the success of the vessel.

THE SPEECHES.

Mr. G. W. Barron, Chairman of the Hongkong and Whampoa Dock Co., in asking the Company to drink to the success of the *Lung Shan*, said:—We are assembled here to celebrate the launching of the good ship *Lung Shan*, which you have just witnessed and to drink a toast to her successful career and to the continued prosperity of her owners. The Hongkong, Canton and Macao Steamboat Co., Ltd., more familiarly known to us all as the Steamboat Co., has long been one of the institutions of the Port and its continuous activities are so well-known to you all that it leaves me little to add. For a time the sole link between our Colony and the famous ports of Canton and Macao, it still at this date commands a premier position on these runs for both cargo and passengers.

The vessel we have just seen launched forms as it were a cycle of ship-building as I understand the *Lung Shan* is to take the place of the *Honam*, which has been on service for many years. There comes a time when it is more economical to replace old ships by those of a more modern type and a progressive company must always keep this in view.

We old hands are prone to think at times that old things are the best, old friends. The Hongkong and Whampoa Dock Co., and the Steamboat Co., are old friends and it is a great pleasure to us to conserve that friendship.

The *Lung Shan*, we hope, will strengthen the bonds between our companies; we have put into her the best we are able and we look forward eagerly to her success.

I have now a very pleasant duty to perform, that of thanking Mrs. Clarke for her great assistance at this launching and to request her acceptance at my hands, on behalf of the Hongkong and Whampoa Dock Co., Ltd. of this little souvenir of this auspicious occasion as a memento of the part she took in it.

Ladies and gentlemen, I ask you to drink to the success of the *Lung Shan* and to the continued prosperity of her owners, the Steamboat Company.

The toast was cordially responded to.

CAPT. CLARKE'S WARNING TO LABOUR.

Captain Clarke, replying on behalf of his wife said: I have been in the service of the Steamboat Co. for over 40 years, and I consider it a great compliment that my colleagues on the directorate have asked my wife to perform the launching ceremony of this most up-to-date and fine steamer, the *Lung Shan*.

On behalf of my wife, I thank the builders for the very handsome souvenir they have presented to her on this auspicious occasion, and I am sure she will always treasure it as a memento of a very happy day.

I am sure the shareholders of the Steamboat Co., and the travelling public, will appreciate this fine addition to our fleet, for which the builders, and all who have looked after her construction, are to be congratulated for turning out such a fine vessel.

When the late Sir Thomas Sutherland, of P. & O. fame, remarked at a general meeting, some years ago, that, in years to come, vessels of large size would be built on the banks of the Yangtze, it was a pity, and I have often wondered why I did not mention Hongkong, for here, as we have seen in very recent years, some very fine, large steamers have been built and wholly completed, and with out fine harbour and general facilities in the great works now established surely we may hope to see a continuation of this good work.

I have personally watched this Dock Co. since the early seventies. I was an officer on the first steamer to enter the Cosmopolitan Dock in 1875, before the Dock Co. purchased it, and while noting the many improvements made, there are ever more and more needed to keep it up to date.

Labour leaders must have a cure not to increase costs, and so drive the work elsewhere. Again Mr. Chairman, I thank you, Captain Clarke, then proposed the health and prosperity of the Dock Company which was responded to in the usual way.

THE DOCK COMPANY'S EFFORTS.

The Hon. Mr. Holyoak in thanking the visitors said:—On behalf of my co-directors and myself I thank the visitors for gracing the launching of the s.s. *Lung Shan* with their presence and the Chairman of the Hongkong and Whampoa Dock Co., for the sentiments he has expressed regarding our new steamer and the prosperity of the Steamboat Co.

It is nearly 10 years since our friends of the Hongkong and Whampoa Dock Co. launched the last steamer built for us, but some of the older residents present today will remember that 28 years ago they built for us another steamer of the same name as the vessel just launched.

We are pleased that since 1890 when new tonnage has been required, it has not been necessary to order vessels from Home, as was our practice in the early years of the Company. Our friends the Dock Co., in open competition with other shipbuilders both here and at Shanghai, have been able to construct our vessels with their well-known care and attention to detail necessary to ensure good results.

It has given me a great personal pleasure in asking Mrs. Clarke, the wife of Captain W. E. Clarke, my old friend and colleague on the Steamboat Company's Directorate to perform the launching ceremony and the launching could not have taken place under more auspicious circumstances. Ladies and gentlemen, I ask you to drink to the continued prosperity of the Hongkong and Whampoa Dock Co., Ltd. and with this toast I couple the names of Mr. Dyer, the absent Chief Manager, and Mr. Cook, the Acting Chief Manager.

Mr. Cook, in a few well-chosen words, thanked the speakers for the kind things said about the employees at the Dock Company. "We have none of us kissed the blarney stone," he said, "and you must excuse me as spokesman for my brevity in returning thanks."

OLD DAYS RECALLED.

Mr. W. S. Bailey, replying on behalf of the visitors, thanked the Dock Company for their kind invitation to the guests to witness the launching of this fine vessel. It was also a great pleasure to see present his old friend, Mr. W. E. Clarke, looking as well as ever. The sight of Captain Clarke recalled many memories of incidents which he had experienced with the

(Continued at foot of next column.)

TYPHOON DAMAGE AT MACAO.

PRAYA WALL DAMAGED.

PEDESTRIANS KILLED BY FALLING HOUSES.

Macao suffered from the typhoon far more than Hongkong. A good deal of damage was done by the high winds and seas. The Praya wall was very badly knocked about, and much of it has fallen into the Harbour. The hangars which house Mr. Ricon's seaplanes were made total wrecks, but the seaplanes themselves, as far as can be ascertained at present, are but slightly damaged. In the district known as Kwong Kou a number of small houses collapsed, and three Chinese who were passing by at the time were killed. The inmates of the houses were injured, but none apparently were killed. A junk which failed to seek shelter in time was wrecked, but the crew were rescued. A number of smaller craft which found themselves in the same predicament were also wrecked.

A large number of Hongkong people who had gone to the Colony for the weekend were stranded, and were unable to get back to Hongkong till yesterday evening, when they came back by the s.s. *Sui An*. The *Sui Tai*, which leaves Macao in the morning, was stranded in the harbour owing to an unexpected ebbing of the tide in part of the harbour where she was moored. The vessel was not injured at all, but she had to remain in the same position till the tide rose once again, and she is expected to leave Macao this (Wednesday) morning.

Steamboat Company and the Dock Company, and he was sure that the visitors would agree with him that no two finer services had ever been put before the Colony than those of the two Companies in question. His own experiences did not extend as far back as those of Captain Clarke, but they covered a period of 33 years, eight years of which he spent as engineer with Capt. Clarke. No finer Captain existed. He was a man who subordinated everything to the best interests of his Company and to the safety of his ship. Mr. Bailey continued to speak in a reminiscent strain and recalled the period when Mr. Thomas Arnold was manager of the Steamboat Company. He referred to him as a man of exceptional ability and he likened him to his namesake, Dr. Arnold, the great headmaster of Rugby School, famed for the respect and fear accorded to him by his boys. It was so with Mr. Thomas Arnold. It had been said that when even the Captains in his service called on him "their knees shook as they entered his office." Mr. Bailey proceeded to say that the early steamers of the Steamboat Company were built in America. They were wooden vessels possessing single cylinders, and they steamed to Hongkong under American captains and engineers. "One of these vessels the *Kiukong*, held the record for many years for the fastest trip to Canton, doing the trip in about five hours. In those days too, these Captains ruled their ships, so to speak, with rods of iron and the captains were strict disciplinarians. The result of this was that a very high standard of efficiency was maintained throughout the ships. There was only one man in the picture and that man was the skipper, still he could safely say that during his service under Capt. Clarke he found him not to be such a bad fellow after all." (Laughter.)

The speaker then referred to the *Honam*, which was now to be replaced by this new vessel. The *Honam* was built by A. J. Inglis & Co., of Glasgow, a very fine firm of builders, and their name on a ship was a guarantee of first-class workmanship. The *Honam* must have been far in advance of any other river steamer in the Colony. She could do 16 knots per hour. He had the honour of serving in her for seven and a half months, and he had served for seven and a half years in the *Honam*. The *Honam*'s engines were excellently built and it spoke well for their builders and for the care of her engineers that after 44 years' continuous service, her original boilers were still in the vessel and were working as well as ever, and the vessel was still able to do her sixteen knots at any time. Mr. Bailey referring to the Hongkong and Whampoa Dock Company said that in the early days of the Company they had their times of depression just as they had to-day. He recalled the excellent service rendered by Mr. David Gillies, who as manager of the Dock Company brought the Company out of low water, until it had now risen to its present rank. The Company now had a service which turned out work as good as it could be turned out anywhere else—(Applause). He had worked shoulder to shoulder with many of the European members of the staff and he knew their great value. He had also very pleasant memories of the Chinese No. 1's and he took that opportunity of thanking them for the service and help they had given him in those days. On behalf of the visitors he wished the best success to the ship, to their owners, and to the Dock Company. (Loud Applause.)

This concluded the proceedings.

CORRESPONDENCE.

AMAHS AND DISEASE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—I am interested in the letter written by "Health" in that there seems to be good reason for knowing that the statements are perfectly true and not exaggerated.

The root of the matter seems to be in the obtaining of amahs. A large number of them come from the poorer classes, and consequently have the crudest notions of health, while at the same time, practicing habits which are most undesirable and highly dangerous to children. They are not, however, entirely to blame for what is, after all, their birthright.

Unfortunately, the majority of Europeans in this Colony have no option but to engage such an amah, and, while a careful course of training can eliminate a lot of danger, yet the whole system is unsatisfactory in the extreme. This ordinary person cannot obtain reliable information about the character or experience of an amah; references are abused and passed from one to another; hence the actual position is that there is no alternative but to take on trust the first one recommended. It is no wonder, then, that such things happen as "Health" so graphically tells us.

There is undoubtedly a real necessity for trained amahs, or, at least, a place where an amah can be obtained on reliable grounds. The increasing number of children in the Colony demands that something shall be done to protect them from the real dangers to which their little lives are subjected.

It would certainly save me much worry if I knew of a place where trustworthy amahs could be obtained. One's joys and pleasures tend to be marred every time one leaves the children for any length of time, unless one determines to forget and hope for the best.

Perhaps some people will say that more trust must be placed in the amah and this, I think, everyone would willingly do, and wishes to do, as soon as the amah has shown that she is reliable; hence the very real need for a training centre, or some suitable method, which will enable people to obtain trustworthy amahs.—Yours, etc.,

"HOPEFUL."

June 30th, 1932.

THE WARFARE IN KWANGTUNG.

PROPOSED ADVANCE TO WUCHOW.

In order to completely crush these invaders once and for all, says the *Canton Daily News*, the Cantonese troops are determined to advance up to Wuchow. The cruisers *Yung He* and *Yip Chang*, have been sent to cooperate with the land forces in order to accomplish the purpose. General Ngai Bong Ping is directing the West River campaign.

THE EAST RIVER.

Our Canton contemporary says: On account of the heavy rains during the last few days, the work on digging secret passages towards the base at the city wall to Waichow, has been greatly delayed. In some places the rain destroyed several sections of the tunnel, which betrayed to the enemy the presence of the sappers at those particular spots. Other new tunnels will have to be dug, and this means that more delay for launching the next general assault, is necessary. Fighting has been suspended for some time. While the enemy troops within the city are anxiously waiting for reinforcement, from outside, the Government troops are waiting for the completion of the tunnels, which means, explosives will be transported to the foot of the city wall, for its destruction. As far as reinforcements for the enemy are concerned, there is no likelihood of a sufficient number to successfully defeat the Government forces.

DR. SUN YAT SEN AND THE PRESIDENCY.

Dr. Sun Yat Sen has received a petition purporting to be signed by 1457 members of Parliament, urging him to resume the Presidency as "the only means of saving the country." The signatures represent a majority of the members of both houses of the legislature (457 out of a total of 800).

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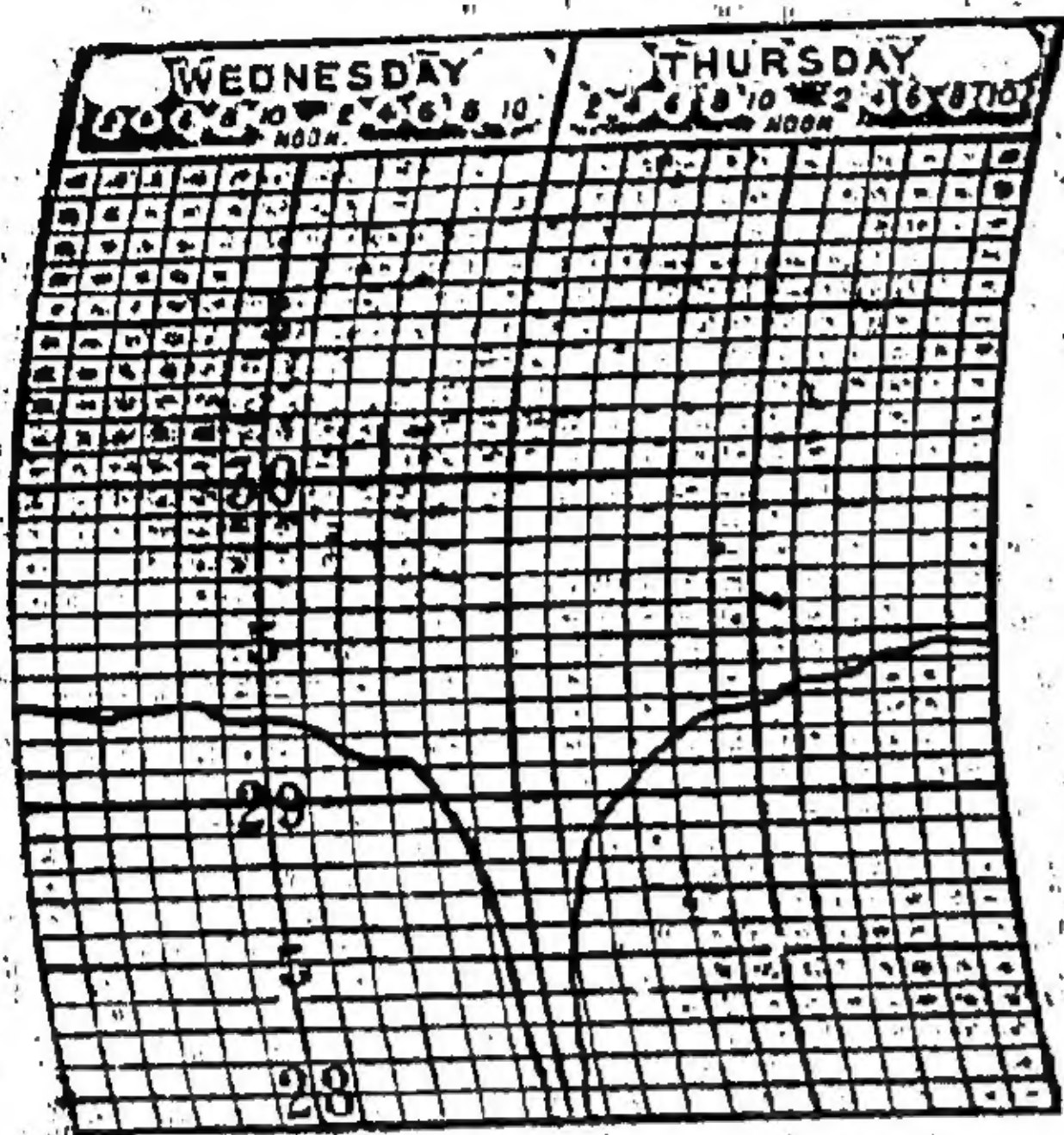
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Receiver) signed his assent and His Lordship made the necessary order for further adjournment.

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DEMOCRACY AND DOMESTIC SERVICE.

"SERVANT" TOO SERVILE.

The following were among the principal points brought out in evidence on May 24th, when the Domestic Service Inquiry was resumed at the Ministry of Labour:

Housework was regarded as drudgery, and some less laborious occupation was desired by girls.

Conditions of employment must be brought into line with other occupations for girls, both in regard to the work itself and the hours of employment.

"Servant" suggested a servile state distasteful to the democratic youth of to-day—housework was an alternative.

Girls receiving the "dole" deliberately misrepresented their capabilities to mistresses in order to avoid being engaged.

OFFICE OR SHOP PREFERRED.

The first witness was Mr. F. S. Tosswill, Secretary of the Guildford Education Committee and Director of Technical Instruction. Summarising the experience of head teachers in Guildford, he said the general desire was to avoid domestic employment, if possible. The better class of girl desired some less laborious occupation. They rather regarded the work as drudgery. There was no doubt that in too many cases the single servant was expected to get up at 7 a.m. and do most of the house work and be more or less at call until bed-time.

Mrs. E. M. Wood (who presided) asked if the girls had any idea of the better type of domestic service, and Mr. Tosswill said he thought they viewed it in its worst aspect. Generally speaking, parents regarded it as a lower type of employment than any to be obtained in the office or in the shop. The position would be different if there were an improvement in the status and the general conditions of domestic employment.

"The conditions of employment must be brought into line with other occupations for girls, both in regard to the work itself and the hours of employment," he added. "Domestic service would then have its attractions. The girls would have opportunities for interest outside their work, as in other occupations." Loneliness was another bar to girls entering domestic service.

Mrs. Wood remarked that whereas loneliness was objected to on the one side, the company of the mistress was always objected to on the other. Where a mistress took a definite share of the control was that right, she asked.

Mr. Tosswill—I should think it would tend to remove loneliness.

Mrs. Wood—In Guildford you must be rather fortunate in the absence of what are called nagging mistresses. (Laughter.)

BOYS AND MEN "PUSHED OUT."

Witness added that a large number of the girls were doing the work of boys. They were competing for posts, and the tendency was to push boys and young men out. The large number of men who could do these jobs were drawing unemployment pay.

Mr. Tosswill favoured a system of apprenticeship under which young domestic servants would receive training concurrently outside the home. He thought such a scheme of apprenticeship could be arranged for girls between the ages of fourteen and sixteen. He thought it would be welcomed by the girls and their parents. The main difficulty would be with the employer.

Mrs. St. Lee Strachey raised the problem of the "untrained mistress." She suggested that the mistress who had taken a domestic science scholarship would know how to train her servants.

"It would be a well organised house," said Mr. Tosswill.

"It would do something to raise the status of servants if we trained the mistress," remarked Mr. Strachey.

"So that domestic work is laid down and planned as a man's work in an office," replied the witness. "As an ideal, it would be really desirable."

Replying to further questions, he said that he thought girls would require their usual time off as well as time to attend domestic science classes. Domestic service, he urged, must be brought into line with other occupations in regard to conditions.

Mrs. Burgin: I don't quite see how we can do it.

Mr. Tosswill said that he hoped the Committee would find the solution. (Laughter.) Mrs. Burgin pointed out that many of the girls would become working men's wives. "Would you bring their lives, when married, into line with other occupations?" she asked.

Mr. Tosswill said that they all wanted to improve social conditions. He thought an improvement in the conditions of domestic service would tend in that direction.

Lady Proctor said that there was an enormous number of houses where conditions were good and yet many servants left them because of the absurd idea of the low status.

Witness said that the education of teachers on the subject would help to dispel that idea.

LOSS OF FREEDOM.

Mrs. E. H. Smith, Chairman of the Women's Sub Committee of the British Local Employment Committee, in her evidence, also spoke of the low status of the work and the loss of freedom and companionship. Before the servant question could be solved, she said, the same would have to be altered. "Servant" suggested a servile state distasteful to the democratic youth of to-day. The ridicule of the comic paper and the music hall also had its effect.

Mrs. Smith thought the Press, and also the cinema and the theatre, could do a good deal towards popularising the servant question. They could hold up the ideal that the highest aim in life was to serve, and call servants "home-workers" instead of "servants."

She pointed out that there were office workers, shop workers, and factory workers. Why not "house-workers"? She also thought another name would have to be found for the "general," which often conveyed the idea of unlimited work.

Mrs. Cohen said that Civil Servants did not object to being called "servants." Neither did the railway servants.

Mrs. Smith said that they had not been the subject of skits in the papers, but the domestic servant had, and the name had a stigma.

Her opinion was that women and girls were not getting a fair chance. They would not be forced into an occupation of which they had suspicions. "Do something to make her occupation a little more attractive," she urged, "and then go on training the girls, the younger the better, because they are more adaptable. Then, in my opinion, the problem will largely solve itself."

Mrs. M. D. Adam (Chairman of the Women's Sub Committee of the Hamilton Local Employment Committee) condemned the mistress who regarded her servant as a hireling. The servant was not allowed sufficiently to share in the happenings of the home. Most mistresses and maids began with a really good feeling, but not enough care was taken to preserve it. Sometimes it was shattered by mere trifles. The fact was often overlooked that the girl, after all, had limitations. That was one reason why "generals" were so difficult to get. They were expected to do more than they could do.

THE "DOLE" BLAMED.

Mrs. M. W. Acworth, a member of the Willesden local unemployment committee, said that a considerable number of unemployed women and girls at present receiving unemployment benefit were suitable for domestic service, but their unwillingness to enter it made them, in fact, unsuitable. On the cessation of benefit girls had become willing to take domestic service, and had, in fact, entered it.

She related that for the purpose of ascertaining those who would be willing to train for domestic service on one occasion about 150 women and girls were interviewed. Of these ten took forms and promised to "think it over." One form only was returned, and this applicant shortly afterwards found work on her own account. On being interviewed, a young girl who had been a waitress in a restaurant, said she wished to be a dapper in an office, because she had seen pictures of "dappers" in Punch.

Mrs. Acworth pointed out that girls who were really anxious to enter domestic service did not leave it to the Employment Exchange to find them a job. It was within her knowledge that those sent from the Employment Exchange hoped that they would not be taken on, and it was apparent that they aimed at being returned to the Exchange as "not engaged." While taking care not to refuse a job they represented themselves as so useless that no one in need of household help was likely to engage them. This unwillingness was rather encouraged by the fact that if they were not accepted for any place and could escape domestic work the dole would or might continue.

Mrs. Wood—Do you think they deliberately misrepresent their capabilities?

Mrs. Acworth replied, "Undoubtedly," and added that many employers now said that they would not take women from the exchange.

The inquiry was adjourned.

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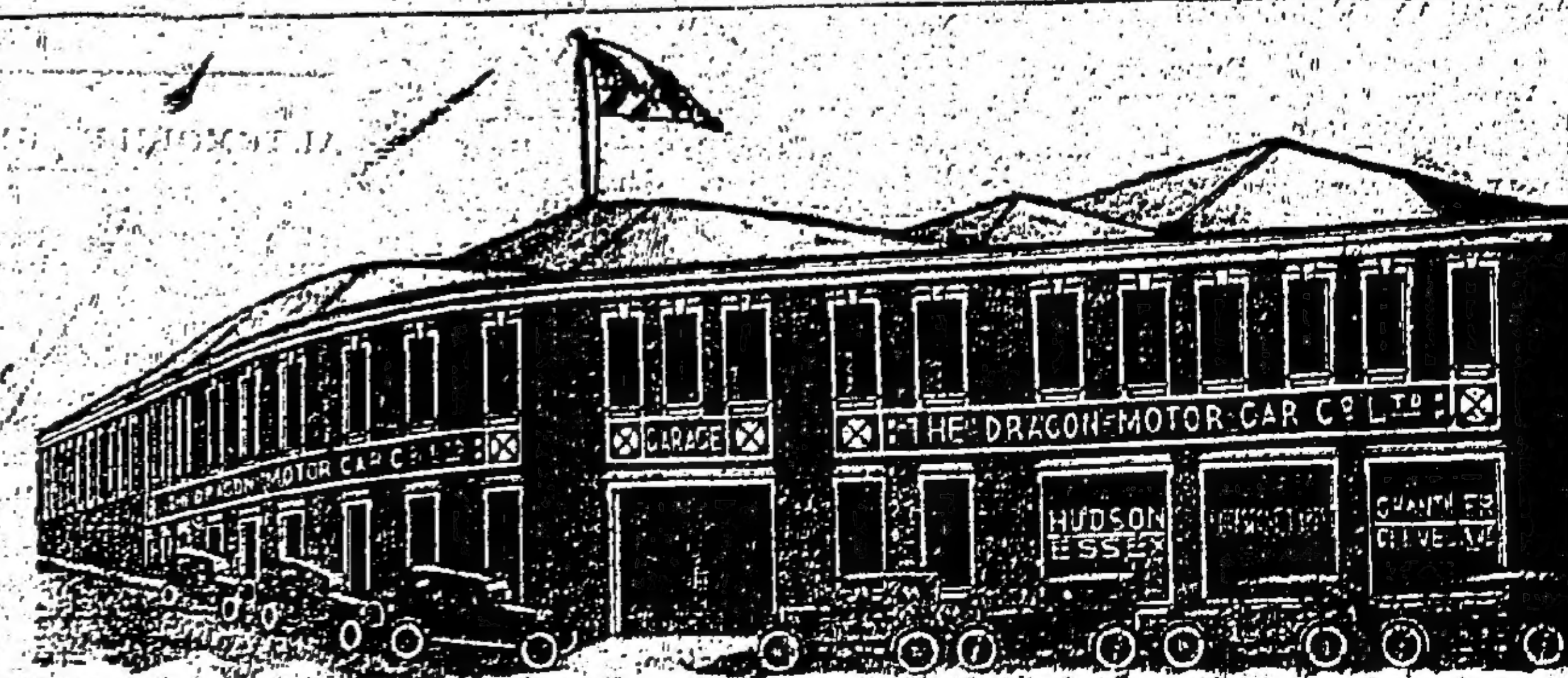
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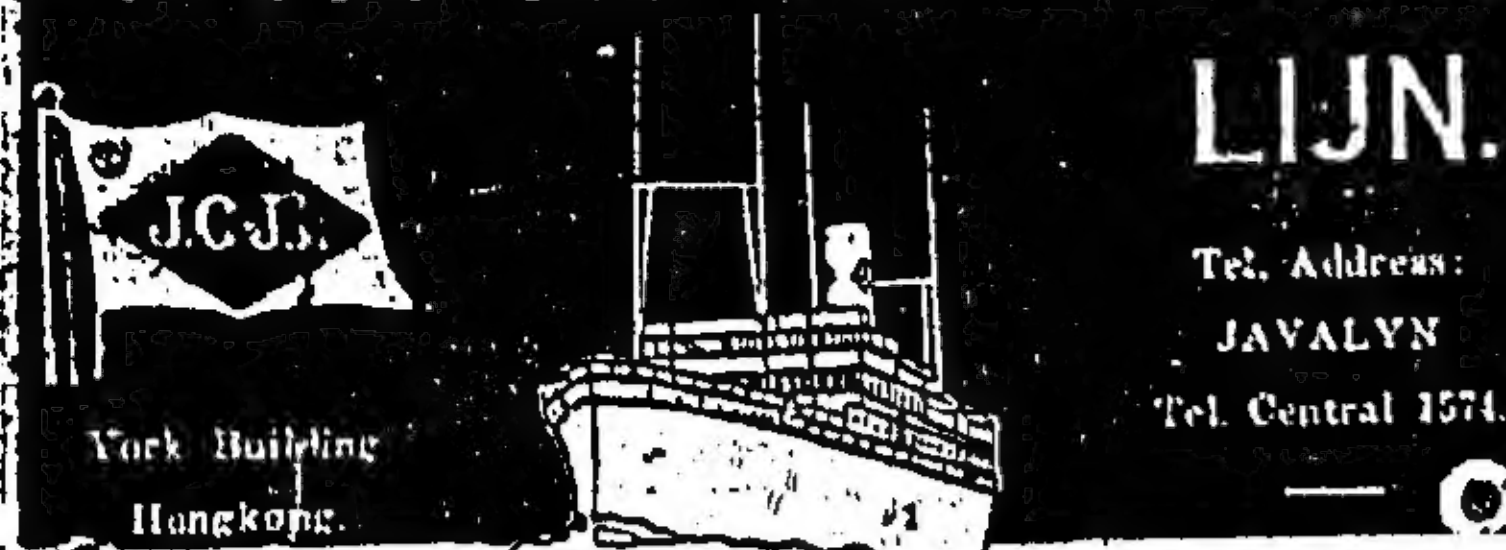


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CATHOLICISM IN ENGLAND.

A PRIOR ON ITS PROGRESS.

The visit of several hundred Roman Catholics from all parts of the North of England to York, on May 22nd, to take part in the annual pilgrimage under the auspices of the Guild of Our Lady of Ransom, was the occasion of a remarkable sermon by Prior Cummins, of Kneass-bro. He said they had only to look round and they saw on all sides signs that Great Britain was coming back to the old Catholic faith. There were thousands and thousands of converts in the country coming into the Catholic Church every year, and Catholics were taking a larger share in public, political, and social life. Such a thing as the King's visit to the Pope could not have happened some thirty or forty years ago; but the most striking thing of all was the change which had come over the religion of the Established Church of the land. Did they realise that there were Anglican churches in that town which were hardly distinguishable from their own? Did they realise that there were hundreds of thousands of pulpits in the Established Church throughout England in which the tenets of the Catholic faith were being preached week by week? In the old days they were content to call themselves Protestants, but now they were rather ashamed of the very name, and many of them boasted of being Catholics. Anglo-Catholics, some called themselves, while some simply adopted the name of Catholic.

LABOUR AND SOVIET RUSSIA.

FULL RECOGNITION DESIRED.

The General Council of the Trades Union Congress met in London on May 24th, and adopted the following resolution for communication to the Prime Minister:—
"The General Council of the Trades Union Congress welcomes the conciliatory tone of the Russian reply to the British Government relating to the trading and diplomatic relations of Russia and Great Britain. In view of the abnormal unemployment prevailing for a long period, the Council, as representing the organized workers, protests against the adoption of any policy on the part of the Government retarding the development of trading activities between this country and Russia. The Council calls upon the Government to act in further negotiations, in such a manner as will lead to the continuation and extension of the trading agreement, and the complete recognition of the Russian Government."
The Labour Party issued the following statement the same night:—
"An urgent call has been sent to all the affiliated organizations of the Labour Party to adopt resolutions demanding acceptance by the Government of the latest Russian Note and calling for full diplomatic recognition of the Russian Government, as the best means of ensuring good relations between the two countries. Similar steps have been taken by the Independent Labour Party to bring the whole weight of its organization to bear on public opinion during the week-end, and urging the adoption of a resolution at every one of its meetings, to be telegraphed immediately to the new Prime Minister. The Labour movement regards the latest Russian Note as a very conciliatory document, and is taking vigorous action to secure its acceptance by the Government."

THE CHURCH OF SCOTLAND.

LORD HALDANE ON UNION.

Lord Haldane, chairman of the Committee appointed by the Government on the property and endowments of the Church of Scotland, whose inquiry was held in view of the prospect of union with the United Free Church of Scotland, addressed a meeting of church office bearers in Edinburgh on May 24th and referred to the Committee's report. He said that the Committee took a great deal of pains over the language of the report, and some of the criticisms that had been made on it, rather made him rub his eyes. There were those who said that the report was conspicuous by its barrenness on the great question of voluntarism. That was quite true in regard to the abstract question of voluntarism, and for a very good reason. He had always in his mind the danger of mixing up theology and law. What the Government did was to direct that consideration should be given to the question of how to make the assets of the Church of Scotland so liquid that a union or partnership could be freely brought about without legal hindrance. It was also the duty of the Committee to take into account public opinion. After all, that was the supreme arbiter, greater even than Parliament or Government, and he had yet to learn of an extensive desire in Scotland to take part of the assets of the Established Church just before it went into union and divert them for the purposes of, say, public health or even education, or to use them for the benefit of other Churches. That was why they found in the report the simple proposition that the assets of the Church of Scotland should be made so liquid that they could come into the new union no more embarrassed than the United Free Church in joining from the other side. "Less and less, today," continued Lord Haldane, "do we hear of the conflict between science and religion. There is no such conflict in the larger outlook of our times." Union was coming not too soon. The idea of the union, which he hoped to see accomplished before long, was an idea which had been forced on them by the changes in the spirit of the age and by the necessities which were pressing on them.

Young trained male teachers are being engaged in England for service in South Australia.

At the General Assembly of the Church of Scotland in Edinburgh, on May 22nd, Professor George Milligan, of Glasgow, was appointed as the new Moderator.



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WATER LEVELS IN KWANGTUNG RIVERS.

(At 8 A.M.)

| Place of Observation. | Height of water recorded. | W. L. recorded. | W. L. 1932. | W. L. 1933. |
|-----------------------|---------------------------|-----------------|-------------|-------------|
| Wuchow, W. River | +78.60 | -2.43 | — | — |
| Kongmoon, W. River | +14.70 | -0.80 | — | — |
| Linkingow, N. River | +57.00 | — | — | — |
| Samshui, N. River | +27.25 | -6.00 | 1.77 | — |
| Shaklung, E. River | +15.15 | -0.98 | 0.7 | 2.7 |

ENGINEER-IN-CHIEF,
Board of Conservancy Works in Kwangtung.
*Owing to the unsettled conditions of the province, no telegrams have been received from Wuchow and Linkingow.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

| | | |
|---------------------|---------------|----------------------------|
| TSINGTAU via SWATOW | TUNGSHING | Wednesday, 4th July, Noon. |
| SHANGHAI | "TAKSANG" | Thursday, 5th July, Noon. |
| KEWCHANG via SWATOW | "LOONGSANG" | Thursday, 5th July, 3 p.m. |
| MANILA | "MINGSANG" | Friday, 6th July, 8 a.m. |
| HAIPHONG via HOIHOW | "CHUNSANG" | Friday, 6th July, 9 a.m. |
| BANGKOK via HOIHOW | "WAISHING" | Friday, 6th July, Noon. |
| SHANGHAI via SWATOW | "KWONGSANG" | Sunday, 8th July, Noon. |
| STRAITS & CALCUTTA | "KUTSANG" | Monday, 9th July, 3 p.m. |
| BANGKOK via SWATOW | "KUTSANG" | Monday, 9th July, 3 p.m. |
| BANGKOK via SWATOW | "KUTSANG" | Tuesday, 10th July, 2 p.m. |
| SANDAKAN | "MAUSANG" | Tuesday, 10th July, Noon. |
| TIENSTIN | "CHEONGSHING" | Thursday, 12th July, Noon. |
| KORE via SHANGHAI | "HOSANG" | Monday, 16th July, Noon. |
| STRAITS & CALCUTTA | "NAMSANG" | Monday, 16th July, 3 p.m. |

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when no movement occurs.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "BISANG" and "MAUSANG" (both steamers).

TIENTSIN LINE.—A regular service is run from Harbin to Tientsin between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about Monday, 9th July at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

| Vessel | Dis Hongkong | Vessel | Leaves Hongkong | Dis Hongkong |
|-----------|--------------|-----------|-----------------|--------------|
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |
| "GLENBEG" | ... | "GLENAPP" | ... | Dis Hongkong |

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

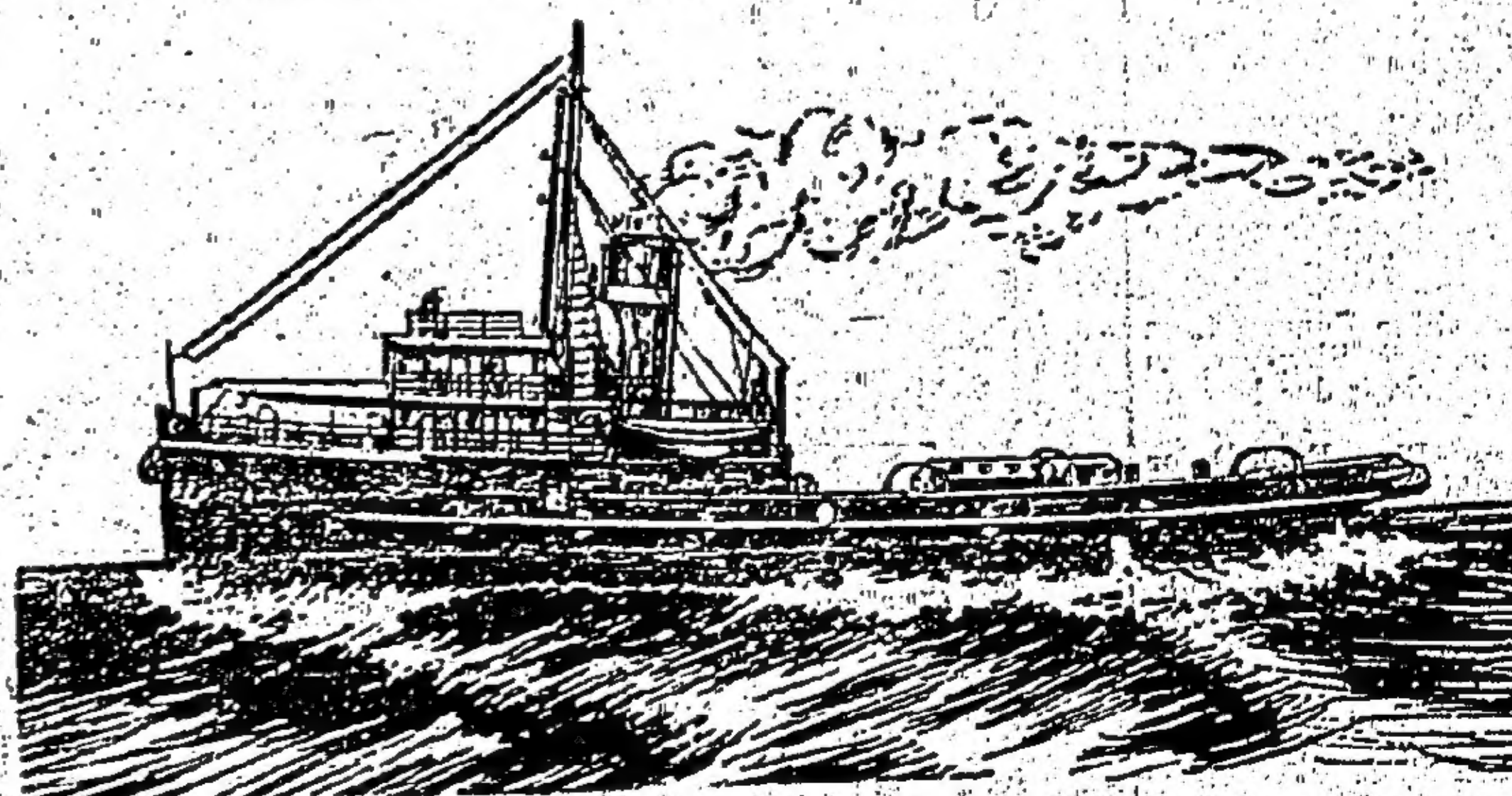
Telephone: Central No. 215 and 216, 217 and 218.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODES USED A.I. A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 24' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

A.S. "CITY OF BOSTON" ... 2nd July ... Shanghai (Kobe & Yokohama).

HOMEWARDS.

A.S. "CITY OF MANCHESTER" 2nd July ... Marseilles, London, Antwerp & Hamburg.

PASSAGE RATES TO LONDON.

| | | |
|--------------------|-----|------------------------------|
| "A" Class Steamers | ... | 1st Class £22—2nd Class £20. |
| "B" Class Steamers | ... | 1st Class £24—2nd Class £22. |
| "C" Class Steamers | ... | 1st Class £26. |

N.B.—"C" Class Steamers complete those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 7507)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

| | | | | |
|-----------------------|-----|----------------|-----|-------------|
| A.S. "DIOMED" | ... | via Suez Canal | ... | 5th July. |
| A.S. "TELEMACHUS" | ... | via Suez Canal | ... | 15th July. |
| A.S. "LANGTON HILL" | ... | via Suez Canal | ... | 25th July. |
| A.S. "CITY OF MADRAS" | ... | via Suez Canal | ... | 5th August. |

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(HONG KONG AND CANTON) HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | For Arr. at High Land Sailing for S'hai. and Japan. | Probable Sailing from Hongkong for Marseilles. |
|----------------|--------------------------------|---|--|
| ORILLI | ... | ... | 9th July |
| PORTHOS | ... | ... | 23rd July |
| ANGOR | ... | ... | 30th Aug. |
| ORANGEBO | 1st June | 4th July | 20th Aug. |
| PAUL LECAT | 15th June | 17th July | 3rd Sept. |
| ANDRE LEBON | 29th June | 31st July | 17th Sept. |

RATES OF PASSAGE MONEY TO MARSEILLES.

| | |
|---|---------------|
| (Including 1st Class and Free Doctor's Attendance). | |
| A CLASS (1st Class) ... | £ 55. 0s. 0d. |
| B CLASS (1st Class) ... | £ 50. 0s. 0d. |
| C CLASS (2nd Class) ... | £ 35. 0s. 0d. |
| D CLASS (2nd Class) ... | £ 30. 0s. 0d. |

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

A.S. "LE DE MISSISSIPPI" loading for HAVRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.

Telephone: Central 740. 3, QUEEN'S BUILDINGS. CONSIGNATION—TRANSHIP—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying about 15 Days)

| | | | |
|----------|-----|---------------------|---------------------------------|
| HAIFONG | ... | Capt. Ellis Walker | Wednesday, 4th July, at 11 a.m. |
| HAIPHONG | ... | Capt. J. B. Thomson | Friday, 6th July, at 1 p.m. |
| HAIPHONG | ... | Capt. W. Q. Farnham | Tuesday, 10th July, at 1 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers)

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR:

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

| S.S. | Tonnage | From Hongkong (about) | Destination |
|--------------|---------|-----------------------|----------------------------------|
| "MALWA" | 10,341 | 11th July, Noon | Bay, Mars, Gib, L'don & Antwerp. |
| "NAGPORE" | 5,233 | 16th July | Spore, Penang, Colombo & Bombay. |
| "KIDDERPORE" | 5,234 | 19th July | Singapore, Colombo & Bombay. |
| "DEVANHA" | 5,091 | 24th July | Mars, Gib, London & Antwerp. |
| "BOUDAN" | 5,091 | 4th Aug. | Spore, Penang, Colombo & Bombay. |
| "KHYA" | 5,017 | 8th Aug. | Mars, Gib, London & Antwerp. |
| "KASHMIR" | 5,241 | 12nd Aug. | Spore, Penang, Colombo & Bombay. |
| "SICILIA" | 5,513 | 16th Aug. | Bay, Mars, Gib, L'don & Antwerp. |
| "MACEDONIA" | 10,513 | 21st Sept. | Mars, Gib, London & Antwerp. |
| "DONGOLA" | 10,513 | 25th Oct. | Bay, Mars, Gib, L'don & Antwerp. |
| "MANTUA" | 10,513 | 29th Oct. | Mars, Gib, London & Antwerp. |
| "KARMALA" | 10,513 | 19th Oct. | Mars, Gib, London & Antwerp. |

BRITISH INDIA - APCAR, SAILINGS

| | | | |
|----------|-------|---------------------|-------------------------------|
| "TARADA" | 6,945 | 4th July, 2.00 p.m. | Singapore, Penang & Calcutta. |
| "TANDA" | 6,956 | 10th July | Singapore, Penang & Calcutta. |

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|-----------|-------|----------------|--|
| "ARAFURA" | 6,000 | 7th July, Noon | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
|-----------|-------|----------------|--|

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

| | | | |
|--------------|--------|-----------|----------------------------------|
| "ST. ALBANS" | 4,500 | 10th July | Moji, Kobe & Yokohama. |
| "KASHMIR" | 5,241 | 14th July | Shanghai, Moji, Kobe & Yokohama. |
| "BOUDAN" | 5,091 | 22nd July | Shanghai only. |
| "MACEDONIA" | 10,513 | 28th July | Shanghai, Moji, Kobe & Yokohama. |

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Cabin Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GOTHIC PRINCE" ... on or about 2nd July.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,

(Incorporated in Great Britain) 21, George's Building

Telephone: Central 3165 Telegrams: (Far-east)

| S.S. | Tonnage | From Hongkong (about) | Destination |
|-------------|---------|-----------------------|----------------------------------|
| "ALBANY" | 4,500 | 10th July | Moji, Kobe & Yokohama. |
| "KASHMIR" | 5,241 | 14th July | Shanghai, Moji, Kobe & Yokohama. |
| "BOUDAN" | 5,091 | 22nd July | Shanghai only. |
| "MACEDONIA" | 10,513 | 28th July | Shanghai, Moji, Kobe & Yokohama. |

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

| Port | Steamer | Date of Departure |
|------------------------------|-------------|---------------------|
| AMOY & SHANGHAI | "HANYANG" | On 4th July, D.L. |
| SWATOW & SINGAPORE | "KWEIYANG" | On 4th July, Noon. |
| SWATOW & AMOY | "KAYING" | On 4th July, 4 p.m. |
| MANILA | "TAMING" | On 4th July, 4 p.m. |
| SHANGHAI | "NEWCHAWNO" | On 5th July, D.L. |
| SHANGHAI | "SUNNINGO" | On 5th July, 4 p.m. |
| SWATOW & SHANGHAI | "KUMOHOW" | On 5th July, 4 p.m. |
| VERHAIYEL, CHEFOO & TIENTSIN | "SHANTUNG" | On 7th July, 4 p.m. |
| SHANGHAI & TSINGTAO | "CHENGUNG" | On 7th July, 4 p.m. |
| CHEFOO, TIENTSIN & NEWCHAWNO | "LIANGCHOW" | On 8th July, 4 p.m. |
| SWATOW, SHANGHAI & PUKOW | "SOOCHOW" | On 10th July, D.L. |
| AMOY & SHANGHAI | "SOOCHOW" | On 10th July, D.L. |

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong: Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HONGKONG LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

Telephone: Central 33. (JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailings Subject to Alterations.

| Steamer | Arr. Hongkong from Australia | Leave Hongkong for Manila, Sandakan, & Aus. Ports. |
|---------|------------------------------|--|
|---------|------------------------------|--|

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents. Telephone: Central No. 35.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

| | | |
|----------------------|-----|---------------------------|
| U.S.S.R. "West Ivan" | ... | Due Hongkong 10th July. |
| | ... | Leave Hongkong 15th July. |

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ILOILO AND CEBU.

TO MANILA AND SINGAPORE.

| | | |
|--------------------------|-----|--------------------------|
| U.S.S.R. "West Prospect" | ... | Due Hongkong 7th July. |
| | ... | Leave Hongkong 9th July. |

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.

1st Floor, 100, Des Voeux Road, Hong Kong. Phone Central No. 2002.

U. P. BRADFORD, Res. Agent.

217, Des Voeux Road, Hong Kong.

[22]

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

| | | |
|------------------------|-----|---------------------------------|
| A.S. "WRAY CASTLE" | ... | sailing on or about 10th July. |
| A.S. "EGREMONT CASTLE" | ... | sailing on or about 7th August. |
| A.S. "BOWEN CASTLE" | ... | sailing on or about 7th Sept. |

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FURNES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 256.

FOR BRINDISI, VENICE & TRIESTE

| | | |
|-------------------------|-----|----------------------------------|
| A.S. "DUCHESSA D'AOSTA" | ... | sailing on or about 5th July. |
| A.S. "TRIESTE" | ... | sailing on or about end of Aug. |
| A.S. "ROSA ANDRA" | ... | sailing on or about end of Sept. |

FOR SHANGHAI, YOKOHAMA & KOBE.

| | | |
|-------------------------|-----|----------------------------------|
| A.S. "DUCHESSA D'AOSTA" | ... | sailing on or about 5th July. |
| A.S. "TRIESTE" | ... | sailing on or about end of Aug. |
| A.S. "ROSA ANDRA" | ... | sailing on or about end of Sept. |

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

| | | |
|----------------|-----|--------------------------------|
| A.S. "UMZUMBI" | ... | sailing on or about 25th July. |
|----------------|-----|--------------------------------|

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Agents.

